AVENGER in the Adriatic

HMS Avenger (left) joins the NATO/Western European Union joint naval force in the Adriatic, monitoring merchant traffic off Yugoslavia in support of United Nations sanctions against Serbia and Montenegro. The Type 21 frigate sailed from Plymouth last month to relieve HMS Nottingham, stopping off at Gibraltar for a week-end break before sailing on to station, where she is now expected to remain until the end of the summer.

SO LONG, ME OLD CHINA

HONG Kong's China Fleet Club is to close on December 1 after nearly 60 years' operation. Its trustees said that commercial rents were beyond the club's means and to continue trading would incur "unsustainable" losses.

In the wake of a naval canteen, the renowned club was set up in 1934 — with a grant of land and donations from men of the China Fleet — in the six-storey building which was to be a Wanchai landmark for half a century. As Hong Kong prospered and the site became valuable, the building was succeeded in 1985 by the present 25-storey one, with the club occupying the lower nine floors.

In 1987 the trustees decided to sell the Wanchai building and use the proceeds to fund new projects in the United Kingdom. A grant was made towards refurbishing the Royal Sailor’s Home Club in Portsmouth, and the "flagship" project — the China Fleet Country Club at Saltash — opened for business in June 1991.

The agreement with the owners of the new premises in Hong Kong allowed the club to retain rent-free occupation until December 27 this year. Now the high property prices which allowed the trustees to realise enough money to fund the new UK projects prevent the club continuing to operate in Hong Kong.

Says the club, "Although it will be the end of an era, the new China Fleet Country Club provides superb recreational facilities and will aim to continue the tradition of service that began in Hong Kong in 1934."

Down the years the club has been a popular venue for countless sailors visiting Hong Kong, which this summer features in the programme of ships of the Orient '92 deployment.

RED SEA ROLE FOR YORK

WHILE returning from Armilla patrol, HMS York became the first RN ship to take part in multinational force (MNF) embargo operations carried out in the Red Sea area.

The operations involve boarding merchant ships on passage to and from the Jordanian port of Aqaba to establish that their cargoes do not infringe the UN sanctions on Iraq. Vessels from eight nations have now taken part in the force.

Boardings are carried out from dawn to dusk, as directed by the task group commander. During the night hours, the merchantmen are corralled in designated areas for boarding next day.

The boarding parties, consisting of over 50 members of all branches of the ship's company, are split into three teams, each divided into "sticks" with particular areas of the ship to search. They board the merchantmen either by ship's boats, or by rapid roping from the Lynx helicopter, calling for deft flying from the crew and nerve from the boarding team descending 60 feet on to the deck of an unfamiliar vessel.

Search times depend on size and type of vessel, with an average boarding taking about two-and-a-half hours and some lasting as long as seven. A routine day may have each of the six ships in the group carrying out three or four boardings, with temperatures above 30 degrees C on deck, and warmer in the holds.

HMS Chatham paid the first visit to Jordan by a western warship since the end of the Gulf War when she called at Aqaba at the end of June. Right — HMS Beaver (left) exchanges water shots with HMS Chatham as she hands over Armilla Patrol duties.

FIVE IN VANGUARD

AN ORDER has been placed with VSEL, Barrow, for construction of the Royal Navy's fourth Vanguard class Trident missile submarine — see also page 16.
Rib-rattling race around the Isles

RIDING high after the Round Scotland RIB race is the Naval Air Command Team from AWSO, RN air station Yeovilton, who scooped a number of prizes during the 500-mile circumnavigation of Scotland's islands and highlands.

Driving a Service issue Avon Searider, powered by a Mariner 75hp, outboard, the four-man team — LAEM Jake Wilkinson, Mr Walter Styles (MOD), CPO Andy Fowler and AEM Sid Davies — took the shorter Group One route from Inverness and back via Loch Ness, the Caledonian Canal, Cape Wrath and Pentland Firth.

On the first leg of the five-day event the Navy's seamen beat all but two craft across Loch Ness, a notable success considering the difference in engine size.

The following stages involved a fast race through Loch Linhe, a "choppy" run to Ullapool and an arduous journey around Cape Wrath along the hostile north coast to Scrabster.

Overall speed, stamina and the durability of the boat brought the Navy team prizes for the fastest Service crew (MOD and civilian), fastest up to 100hp engine class and the second fastest boat overall in Group One.

Anyone interested in competing in next year's race should contact LAEM Jake Wilkinson, AWSO, RN air station Yeovilton, Ilchester, Somerset BA22 8HT.

Jean's on wheels

FORMER Wren Mrs Jean White, of Gosport, finds getting out and about that much easier thanks to the combined efforts of SSAFA and the Wrens Benevolent Trust.

Mrs White, 71, whose late husband served in the Royal Marines, has suffered from arthritis for a number of years and is unable to walk without the aid of crutches.

The Wrens Benevolent Trust answered her plea for help and, after seeking the aid of the Gosport/Fareham branch of SSAFA, she was delighted to receive an electric Lark scooter.

Pictured with her at the presentation are, left, Mrs Jean Grimshaw, SSAFA case worker, and, right, Mrs June Ellis, secretary of the Wrens Benevolent Trust.

Minehunters win Marconi honours

THIS year the Marconi Underwater Systems Limited Mine Warfare Efficiency Trophy went to no fewer than three of the Navy's mine countermeasures vessels, HM ships Brocklesby, Brecan and Bicester.

The trophy, presented by Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Hugo White, is awarded annually to the ship, or in this case ships, considered to have made the most significant contribution to mine warfare efficiency within the Flotilla.

HM ships Brocklesby, Brecan and Bicester arrived in Gulf waters soon after the end of hostilities last year. They were faced with the task of clearing the shipping routes from the Northern Gulf to the Kuwaiti ports, and they completed this vital and dangerous job most professionally.

Once the initial channels were complete, the ships moved deeper into the fields of mixed ground and buoyant mines laid by the Iraqis, so that eventually 164 mines were accounted for by the three ships.

The conditions under which the three ships operated were complicated by heavy pollution both in the sea and the atmosphere.
**NOW VOYAGER**

"Voyager" the Vanguard Class control room simulator was opened at the Clyde Submarine Base by Flag Officer Submarines Rear Admiral Toby Fernie. On hand before commissioning of the first Trident boat's operation in the UK, the simulator has been fed with hydrodynamic and hydrostatic performance data obtained from models at the Admiralty Research Establishment at Haslar, Gosport.

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**BATTLEAXE IN THE BALTIC**

JOINT manoeuvres between HMS Battleaxe and a Russian destroyer have been described by both sides as a milestone in Anglo-Russian co-operation.

The Type 22 frigate conducted four-day manoeuvres with the Admiral Panteleyev, one of the latest Udaloy-class vessels.

The ships exercised communications procedures as Battleaxe was led by Rear-Admiral Nick Plant, Commander of the Type 23 frigate squadron, with Vice-Admiral Litvinov and Rear-Admiral Panteleyev conducting the manoeuvres on their ships. The manoeuvres were conducted with energy and professionalism. You have set an important milestone in Anglo-Russian cooperation.

Sailors of the Baltic Fleet staged an impressive, two-hour exercise for HMS Battleaxe ashore in Helsinki.

Later the Battleaxe steamed across the Gulf of Finland to Gdynia for a similar visit to Poland. In both countries the ship delivered lots of toys and clothes to orphanages, mostly donated by schoolchildren in England and Gibraltar, while £2,000 had been raised by the ship's company.

Sailors of the Battle armada's first ever made there by a British warship.

Meanwhile the Plymouth Diving Unit was deployed with a somewhat larger catch - a 1380lb German paratrooper mine netted by a fishing trawler five miles south of Bournemouth.

**Prospekt for padres**

FOR the first time Russian sailors of the Baltic Fleet are able to worship formally in their main naval base.

On the orders of the commander of the fleet an Orthodox cathedral has been dedicated in the closed port of Gdynia and the doors of St George's were opened to sailors from HMS Battleaxe.

They brought a letter of gold from the Chaplain of the Fleet, the Rev Michael Ramsey, together with a gold plaque commemorating the bicentenary of the Chapel of the Royal Naval College, Greenwich.

According to Russian naval sources, naval chaplains may soon be appointed.

**IN BRIEF**

**Ursula address**

HMS Ursula, third of the new Upholder Class of Submarines, arrived at HMS Dovetail, Gosport at the end of June.

Princess Alexandra, patron of the Naval Nursing Service, made a private visit to RNH Haslar at Gosport last month.

Three of her officers have been replaced by HMS Andromeda, visited Portsmouth last month.

The Berkeley, with special deck added, and Torpedo inflatable armoured, has now completed two area patrols in a variety of weather and conditions and has taken part in a day's checking fishing vessels.

**Wales after smaller fish**

**WALES**

The Prince of Wales is seen with Lieut-Cdr David Dutton, First Lieutenant of HMS Sheland, and RFO Andy Irvine white on a private visit to the Fishery Protection Squadron.

The Sheland was joined by HMS Brinton on patrol and the Prince watched a routine boarding of a fishing vessel in the Firth of Forth.

**SHORT TIME DUNE**

Wrens hopeful for the title 1992 Young Woman Engineer of the Year should apply now to the Institution of Electronics and Electrical Incorporated Engineers.

**Centurion Freedom**

HMS Centurion, the Royal Navy's last Type 23 frigate, has been granted the Freedom of the Borough of Gosport in recognition of its 21 years' service.

**James rail race ashore**

A diving search for World War II Italian chiefto torpedoes sunk in Gibraltar Bay was rushed ashore by an RN rescue boat after he made a free ascent of 27 metres.

**UXBs little and large**

Women who oil the wheels

WRNS hopefuls for the title 1992 Young Woman Engineer of the Year should apply now to the Institution of Electronics and Electrical Incorporated Engineers.

They will be set a brochure giving details of the award, which is open to women under 25, and a silver rose to the winner and £500 to the runner-up.

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War drafting — that doesn’t involve me, does it?

ONE of the less well known sections of Naval Drafting Division is that of the War Drafting Control Office (WDCO) — this section, which used to be known temporarily as the Mobilisation Office, is a unique organisation and is responsible for controlling the allocation of active service and ex-regular reserve rating manpower to war billets. It is also the administration centre for all ex-regular reserve ratings of the Royal Fleet Reserve and the Pensioner Reserve.

It is hoped that this month’s Drafty’s Corner will help to clarify what goes on in the WDCO section and how it might affect you, either as an active service or reservist rating.

THE WAR DRAFTING TEAM

War Drafting Control Office (WDCO) and Reserves Admin Office

Office Orders — Mrs Sue Nelligan (Ext: 2260) Recruit Officer — Mrs Mary Nelligan (Ext: 2263)

Reserves Admin

DACD (M) — Mr John Larbey (Ext: 2250) DACD (W) — Capt Karen Mackay-Smith (Ext: 2267)

Reserves Reporting Unit

Office P.O. Box 10, Royal Navy Dockyard, Portsmouth PO1 3EH

THE WAY AHEAD

The ex-regular reserves are made up of the Royal Fleet Reserve (RFR) and the Pensioner Reserve and should not be confused with the Volunteer Reserve — the Royal Naval Reserve (RNR) — administered by CINCNAVHOME Reserves Division.

There has long been the service with those over 65 years old up to the age of 75 years. However, Reserves are called out in a Civilian ‘Reserved Occupational’ position and are not called out to do work that is normally done by the volunteer Reserve

At present neither females nor MRMV ratings are eligible for reserve service because of the current legislation regarding reserve liability. However, in this age group, equal opportunities policy has introduced a small number of female personnel who are released from active service and can therefore be called to service. The Reserve is informed of this and any changes that may affect the Reserve are communicated to the Reserve through the RNR Section.

When a male rating is released from active service and is eligible for reserve liability, he is enrolled by the Registrar of Reserves in HMS Carnival and sent to the Reserves Reporting Unit. Reserves who are required to maintain a basic scale of kit and members of RFR are invited every two years to report to a mobile agency called the Reservist Reporting Unit (RBU) which checks the local area in maintaining contact and updates personal details.

The Royal Navy

DORMANT drafts are similar to dual drafts for active service ratings. Reservists are pre-matched to war jobs, as far as practicable, and these are called dormant drafts, of which there are presently nearly 2,000. It is not necessary for individual reservists to be aware that they have or have not been allocated a particular docking or special qualification. What it does mean is that the Reserve Reporting Unit will be invited once a year to report their personal details to the RBU for update purposes.

The Royal Navy

Keeping in reserve

THE ex-regular reserves are made up of the Royal Fleet Reserve (RFR) and the Pensioner Reserve and should not be confused with the Volunteer Reserve — the Royal Naval Reserve (RNR) — administered by CINCNAVHOME Reserves Division.

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**FACTS & FIGURES**


**UNDOUBTED VIRTUE OF DILIGENCE**

By any other name . . .

ROYAL FLEET AUXILIARY

**FORWARD repair ship RFA Diligence provides repair and maintenance facilities for both naval and auxiliary vessels operating away from base ports.**

Support services she offers include provision of electric power, fuel, fresh water, feed water, and sewage reception. Her fully equipped workshops are staffed by Royal Navy personnel and cater for a wide range of repair and maintenance tasks.

**DILIGENCE has been a popular name for ships of the Royal Navy, dating back to a brigantine. Formerly the intelligence, she was renamed in 1692. She was sold in 1708. The second Diligence, a 6th Rate, was purchased in 1801 and renamed Diligence. Of 4,023 tons, she came to Britain in 1779 and was sold the following year.**

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**ROYAL NAVY**

**Royal Navy Dry Slope Championships**

**Wednesday 30 September 1992 Plymouth Dry Slope**

**Competition Details From:**

Lt. Cdr. N Franks

HMS Illustris

BFPO Ships

LONDON

**Orcleries Micellette**

10 - 22 January 1993

All standards, welcome.

Beginners & Novices Training.

Free Daily Packets with Cheque & Ski Nursery on site.

**KINGS SKI CLUB**

for Travel arrangements and Package details, call us now

**081 363 8202**

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**FIGURES**

**_SUPPORT**
Entering my final 12 months service, and myself applying for resettlement courses and briefings, since February I’ve applied for a few courses but on two occasions was given seven days’ notice that there was no place for me on the particular briefings.

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Since then another attempt at a franchising course has been rejected due to over-subscription by some 300 personnel, mostly redundants. I was informed by the HQ, Army Education Services UK, that a franchising course is essential for courses, so how near you are to your terminal date reflects your chances of being on the franchising.

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On subjects like franchising you require to be on the course many months before discharge to allow time to weigh up the scheme.

The system is penalising people who have the foresight to organise their resettlement prior to discharge. I realise that the resettlement organisations have had their workload increased due to redundancies. There are special briefing courses for redundant people, but the remaining ones are available to everyone. However, redundants have priority on these too, so how near you are to your terminal date reflects your chances of being on the franchising.

So how adequate is the Tri-Service Resettlement organisation at present in meeting the needs of the Serviceman/Woman?

— D. P. Henderson, CPO, HMS Dolphins.

Everyone who leaves after more than five years’ service is entitled to a comprehensive resettlement package, of which education is a key part. Education is available in a wide range of subjects and is designed to help you get back into employment. Additionally, you may be entitled to financial assistance if you need to retrain or upskill. It’s important to note that education is just one aspect of your resettlement package and there are many other benefits available to you.

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In my view, the resettlement organisations are doing a good job in helping redundant people find new careers and education is a key part of this. However, there is still room for improvement in terms of providing sufficient funding and resources to support individuals through the resettlement process.

It’s important to note that education is just one aspect of your resettlement package and there are many other benefits available to you.

Goodbye, sailor!

I read with interest that homosexuality now on longer an "offence" in the Services.

I hope I have been dismissed from the Royal Navy before this practice became compulsory — Asst. NVA, Pte. P. Marshall.

The Royal Hong Kong Yacht Club has commissioned a history of the club to commemorate its 100th anniversary in 1994. I have been nominated to assist the author by providing material from the Royal Navy input to the project.

Traditionally the Royal Navy has a strong connection with sailing clubs, returning back to well before the RN’s involvement in the Royal Hong Kong Yacht Club.

On May 13, 1994, the ship’s company of the current HMS Tamar, the club moved to Kelt Island, a dockyard navy village, in the late 1930s. After the war, on September 19, 1945, some from HMS Vengeance entered the club.

The RN subsequently played a key role in the club’s development, going through the United Services' nominee list, which started from March — December 1927. This list was opened by HMS Vengeance entered the club.

I would be grateful for information, stories and photographs; also a pre-2nd Social Second Servicemen, that, while shoreside, being able to do his job locally by an extra duty or a similar position, and the offence could be kept "in-house".

I have to say that, while onshore, being able to do your job locally by an extra duty or a similar position, and the offence could be kept "in-house". However, I'm aware that the ability to sort out their resettlement is restricted by some 300 personnel, mostly redundants. If I were to say that, while onshore, being able to do your job locally by an extra duty or a similar position, and the offence could be kept "in-house".

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Bad spelling comes with amateur type costing

IT is with some concern that I observe that, with the proliferation of desktop computers, more and more senior ratings and officers up to at least Commander's rank are typing their own "official" letters (not draft copies). How many of these PCs have official WP packages?

Some questions which need answering. How many of these "typists" have their work double checked? Does it conform to the requisite layout? Where is the file copy held? If it is on someone's personal disc, where is the original list in DCIs. Did the audit teams take into account why there was a lessening of typing from the draft — prior to being double checked — for spelling, punctuation and grammar, which quite often need amending from the draft — prior to being released also that it conforms to JSP 111 or the modified version required by the Captain of the establishment.

After all the manpower reviews, introduction of local budgets etc., I wonder just how many Service personnel have written into their TORs that they are required to type? All persons with salaries over £30,000 typing at 50 words a minute will cost three times the typist's £10,000 therefore cost more. Basic maths shows that a person on PCs have official WP packages?

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Discrimination

I do not consider special arrangements should be made for Service personnel, but on such issues there should not be discrimination. All MOD employees should be treated equally, and Service personnel not discriminated against. It would appear that the Service person is being discriminated against despite being a citizen, equally, and Service personnel with child care facilities,

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Glasgow completes line-up in NATO Force

The Type 42 destroyer HMS Glasgow returned to Rosyth last month after successfully completing her deployment as the first RN ship to serve in the newly-inaugurated Standing Naval Force Mediterranean.

STANAVFORMED was formally activated in Naples in April as the successor to the NATO On Call Force Mediterranean which had been periodically activated for more than 20 years.

Operating under the NATO flag, the new standing force provides a continuous maritime presence and is made up of surface ships from various Allied nations training and working together.

During her deployment HMS Glasgow took part in Exercise Dragon Hammer along with ships from Germany, Greece, Turkey, Spain, Italy, the Netherlands and the United States before enjoying a visit to the Sicilian port of Catania.

Below: WEM Divia Mallinder is pictured on the inauguration of STANAVFORMED in Naples with his NATO colleagues from HNLMS Pieter Flotz, TCG Turgutreis, USS Boone, ITS Aliseo, HS Sachtouris, SPS Balleares and FGS Bayern.

HMS Calpe on guard for Governor

While the Gibraltar Regiment was busily involved in preparations for the Queen's Birthday Parade, sailors from HMS Calpe, Gibraltar's Naval Volunteer Reserve Unit, stepped out and mounted guard at the Convent, the official residence of the Governor, Admiral Sir Derek Reffell.

PO Dalli had the honour of commanding this first ever Convent Guard mounted by HMS Calpe.

Navy participation was to the fore in two other recent events in Gibraltar, both to help raise funds for worthwhile causes.

Naval wives and CPOPT Bobby Fung were sponsored to the tune of £390 when they completed the Naval Base annual Rock Race, with the money going to the pre-school playgroup, the Help, Information and Volunteer Exchange and to the RN Hospital.

AB(D) Lee Murphy kept his eyes peeled when thousands of over-ripe oranges were emptied into the Bay of Algeciras, off Gibraltar, during a massive oil pollution simulation exercise designed to test emergency services' responses.

AB(D) Lee Murphy, Assistant Queen's Harbour Master, who has only recently arrived on the Rock for a two-year posting, organised the naval response and said the training was "very worthwhile", adding "Lessons learnt as a result of mistakes on exercise go a long way towards making sure we get it right for the real thing."

The exercise, initiated by Shell Gibraltar, was designed to cover the critical period at the beginning of any oil spill and after four hours the oranges were safely rounded up.

Sadly though, after so long in the water not even the Barbary Apes would touch them!
Dock around the clock

QUESTION — which Royal Navy vessel has a displacement of 38,000 tons, length 450 ft and a draught of 55 feet?

Some more clues? She has a complement of two officers, 18 senior ratings and 45 junior ratings. She was built at Portsmouth Dockyard, but has spent her 25 years of service based at the Clyde Submarine Base, Faslane.

ANSWER — Admiralty Floating Dock 60, a cornerstone in the operational frontline support of the Polaris fleet and providing, as well, dry-dock facilities for fleet and patrol submarines and, occasionally, surface ships too, up to Leander-class size.

Since 1967 when she docked her first customer — HMS Otter — AFD 60 has almost continuously provided a docking service at Faslane, with a total of 584 dockings to date. (One gap as she underwent a short refit in 1977).

Usage of the Dock has averaged at over 70% of the availability, with 90% usage common in recent years. During one particularly busy spell three separate submarines were successively docked within a 48-hour period.

The docking of a large vessel into AFD60 is no mean feat, requiring close co-ordination of all departments on board.

The Mechanical Department, headed by CCMEA Bert Reynolds is responsible primarily for operating and maintaining the ballasting system — 36 ballast tanks, a network of 165 and 135mm pipes in nine sections, all served by a pump of 1,000 tons per hour capacity powered by a motor at the end of a 40ft shaft, together with what is described as “a cantankerous system of pneumatically operated isolating valves.”

The tanks are flooded to lower the Dock so that the customer vessel can sail in — hence the impressive displacement and draught figures.

Guiding a large nuclear submarine into the extremely tight confines of the Dock involves the transferring of wires and ropes between capstans and bollards, skilfully handled to ensure that “whisker poles”, fitted to the submarine rudder do not touch the inner walls during the move.

Monty Python

Above, the Dockmaster, Lieut.-Cdr Mike Palmer, or his deputy Lieut. Mike Maxwell-Cox, oversees the operation, while at water level the Seaman Department, under CPO Chris McMorie, do their stuff. The familiar theme from Monty Python belies the uncertainty in this

Antique

The Electrical Department is responsible for the provision of power to the dock from switchboards fed by two 750 KVA shore supplies. CCMEA(EL) Gerry Howarth’s team also look after the Dock’s two portal cranes of 10 and 20 tons capacity, located respectively on the port and starboard walls and vital to the operational role of AFD 60. These machines should apparently be listed in any worthwhile history of industrial archaeology and account for one of the main qualifications for Gerry’s job to be an interest in antique restoration.

Uncertain

So, after 25 years of sterling service, what of the future for AFD 60? Well, docking for the new generation of Trident submarines will be dealt with by the new shiplift, currently under construction in the Northern Base Development Area, but until the Polaris Fleet is phased out of service, the Dock will carry on.

Her long-term future is still uncertain, but options under consideration could require her continuance in service well into the next century and planning is in hand for a Dock Life Extension Package, which would involve the updating of equipment and structural modification and repair.
Miles of smiles

READY for the “off” are officers, ratings and civilian personnel from Royal Naval College Greenwich who raised over £250 during a one-mile sponsored walk, run, crawl and cycle in aid of the Macmillan Nurses Appeal.

Many ships and establishments joined in the venture helping the charity to complete a “Macmillion mile”.

The ship’s company of HMS Invincible did it in style as they crossed the Equator raising £1,000 while personnel at HMS Sultan raised over £560 thanks to encouragement from international athletes Roger Black and Tom Chantre.

At RN air station Culdrose teams from 750 NAS, 820 NAS and the Sea King Tactical Centre covered their mile by pulling three of the station’s aircraft down the main runway. Each of the participants donated at least £1 to take part and the total raised was £281.82.

Over 100 volunteers from the Clyde Submarine base turned out for the Clyde Pride Action Day’s beach clean-up and made the event even more worthwhile by being sponsored in aid of the Macmillan Appeal.

Invincible’s woolly pullies

THEY may not have designer labels but the clothes delivered to St. Joseph’s Orphanage by PO MEM David Keating, of HMS Invincible, will keep many Kenyan children warm this winter.

PO Keating’s daughters Michelle and Nichola, helped by their classmates, approached local shops in Liverpool asking them to donate faulty or ill-fitting garments which customers returned.

They were then parcelled up for PO Keating to deliver to the orphanage in Bunga, in the Ng’ambwa-Taite Hills, when HMS Invincible visited Mombasa during her Orient ‘92 deployment.

'Owzat!

A SPECTACULAR £30,000 was raised for charity when British Forces Gibraltar hosted the Lord’s Taverners Celebrity Cricket Team for a weekend extravaganza.

The celebrities entertained at a Hangar Dance for 1,000 servicemen and women, played cricket against the Governor’s XI in Victoria Stadium and took on all-comers at the HMS Roeke Charity Race.

Among the stars were Nicholas Parsons and Leslie Crowther, who took part in a supermarket shopping spree; Richard Stilgoe and Peter Hallam, who played a grand piano 300ft under the Rock; Bill Tidy, who drew a cartoon for a commemorative first day cover; and Chris Tarrant, who allowed his dinner suit to be auctioned.

The bulk of the money raised will provide a custom-built minibus, equipped with a wheelchair lift and seating for 14. The remaining money, after expenses, will be donated to the Gibraltar Special Olympics squad to help them on their way to the Winter Games in Austria next spring.

Dryad are the odds-on favourite

JOCKEYING for position at HMS Dryad are members of the Officer of the Watch Course 120 who raised £548 at a charity race night in the wardroom in aid of the Child Development Unit and Family Centre at RNH Haslar.

Many of the guests entered into the spirit of things by appearing in the appropriate racing rig but all were upstaged by the pantomime horse which arrived with staff of the Children’s centre as a late entrant for the first race.

The centre provides a focal point for local families who have children with special needs because of develop mental or learning difficulties or a mental or physical disability.

All of the money raised by the race night will reach the centre directly in the form of much needed equipment and learning aids for the benefit of all children who attend.

Resolution is in the saddle

SUBMARINERS from HMS Resolution's port crew, joined forces with their shipmates to take part in a marathon cycle ride from Hanover, in Germany, to Helmshore, to raise money for the Imperial Cancer Research Fund. The ship's company of 100, which includes Lieut. Philip Chisholm, the ship's first officer, and many of the participants were also encouraged to give blood with a view to donating their bone marrow.

Medics bully off at Collingwood

The idea for raising money for the Trust came after a yeung PO from the establishment died from leukaemia earlier this year. Also CFPO Mi- chael Parkinson, from centre, was selected to donate bone marrow after blood tests found him to be compatible with a patient in France.

During the event the medics took on teams throughout Collingwood and many of the participants were also encouraged to give blood with a view to donating their bone marrow.

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24 ROSES Red/Pink/Yellow/Gold (large) £18.50

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12 CARNATIONS Red/Pink/Mixed £12.50
24 ROSES Red/Pink/Yellow/Gold (large) £18.50
A flight in the face of tradition

CAPTAIN Iain MacKenzie, commanding officer of RN air station Yeovilton, has become the first Royal Navy pilot to fly in the new Tucano turbo prop trainer.

The opportunity came when he visited RAF Linton on Ouse, where naval pilots carry out their elementary flying training. The Tucano is being phased in to the RAF training programme as a replacement for the Jet Provost.

In the future, those RN Pilots selected for the Sea Harrier programme will train in the Bulldog at the elementary stage, and move on to the Tucano for basic flying training. Finally, candidates advance to the Hawk at RAF Chivenor and Valley.

Capt. MacKenzie is pictured (left) with his instructor for the night, Flt-Lieut. Rod Bell.

Assessed as of exceptional efficiency since 1976.

WOWEM(O) Joseph James was awarded his Long Service and Good Conduct Medal in 1967, added a bar in 1982, was awarded the Meritorious Service Medal in 1980 and became a Member of the British Empire in the 1983 New Year's Honours List.

Now WO James has left the Royal Navy after 40 years service, which he began as an electrical mechanic and class. From 1979 to his retirement he was a member of the Fleet Weapon Engineering Staff where his colleagues described him as "an exceptional warrant officer in all respects."

Taking the strain

POEM(M) James McGeever has been rewarded for his professionalism and hard work under the strain of war with the presentation of a Herbert Lott award.

The citation from Commodore Charles Freeman, Commodore Minor War Vessels and Mine Warfare, praised James' leadership, esprit de corps, and conscientiousness while serving on HMS Dulverton throughout the Gulf War. The pressures on James included a continuous period at sea of 33 days, often in live minefields.

Stoker's career flowers

GARDENER Robbie Roberts, who works at Drake House, has received a Special Bonus Award for his dedication to the upkeep of HMS Drake's grounds — and boiler! — over three decades.

Robbie joined the Royal Navy as a stoker in 1947 and, in his seven years before the mast he served at HMS Fisgard and saw sea time in HM ships Vanguard and Opossum. He left the Service in November 1954. In 1962 he took up employment as a boilerman at HMS Drake, transferring to leading gardener in 1971.

When the job went over to contractors in 1989 Robbie moved on to Drake House as gardener/groundsman.

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Naafi
Clearing the way for men’s lib!

NOW IT'S official that men and women are equal. The chips can have a go at running female accommodation!

Since the amalgamation of the Quarter Masters and Stewards branches, Stewards at leading rate and above can be drafted to billet previously held only by QMs.

Benham, who recently joined the accommodation department HMS Nelson and is soon to be in charge of WRMS quarters. L.WrenQA Laura Tindall may be getting fresher out of this block ... but she's only to travel as far as another job whilst Nelson, which has one of the best accommodation departments in the Royal Navy.

Friends in need

CHAPLAIN of HMS Orpington and Portlange Naval Base, the Rev. Dr. Simon Squires, flew to North Carolina to open the 15th National Annual Conference of The Compassionate Friends in his capacity as founder.

Simon began the charity for the support of bereaved parents in Coventry in 1969. Since then his non-denominational work has spread to 20 countries around the world.

Simon began the charity in 1988 in recognition of his work in nuclear science and technology at the Royal Naval College, Greenwich, work for Captain Submarine Sea Training, the Procurement Executive and as the Executive Commander of RNC Mandanion.

In the rank of Captain he coordinated the Polaris and Trident programmes, served as the Job Evaluation Judge (Navy) and was Captain HMS Drake.

Captain, who recently completed a 20-year service in the Royal Navy, is due to have a posting as a Reader in the Royal Navy, and toured HMS Trafalgar and shore offices to meet personnel.

Juno the Robos?

COP this — Robo-tiffs in Gib. Pictured on the flight deck of HMS Juno, with the Rock of Gibraltar as a backdrop, are the Rowbotham brothers.

POMEA Andy Rowbotham (left) and MEA APP Mark Rowbotham were members of the Juno’s Guard for ceremonial duties, at which COMC Gibraltar Capt. Stuart Teekier, carried out the inspection. Embarked in the Juno for her sea training.

Rob wins

LIEUT Rob Elliott has won the Eldridge Pope Salver, a trophy awarded annually to the best pilot/observer undergoing Lynx training with 729 Naval Air Squadron, based at RN air station Portland.

The salver and an engraved tankard were handed over by Commodore Chris Craig during the presentation of Observer Trophies awarded annually to the best pilot/observer.

Captain, who recently joined the accommodation department HMS Nelson and is soon to be in charge of WRMS quarters, may be getting fresher out of this block ... but she's only to travel as far as another job whilst Nelson, which has one of the best accommodation departments in the Royal Navy.

Seeing the sights

SPECIAL delivery — LWEM(O)(SM) Ritchie Real used the West Dorset/Weymouth branch of The Compassionate Friends to be in charge of WRMS quarters. L.WrenQA Laura Tindall may be getting fresher out of this block ... but she's only to travel as far as another job whilst Nelson, which has one of the best accommodation departments in the Royal Navy.

New man at White Ensign helm

CAPT. David Wixton has taken over as Manager of the White Ensign Association from Capt. Peter Benson.

Qualified as a submarine engineer and in nuclear engineering. Capt. Wixton joined the first all-British nuclear submarine HMS Valiant.

Just nuisance A.B.

Two world renowned 50 year-old legends linking British ex-Service with the South African waterfront.

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An autobiography by Tessa Stirling Gibson

The international opera star who sang with the bleak harbour jetty as her 'stage' — An Autobiography: by Per I A Sisdle Gibson

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Lifesavers on the fairway

ALL of POMA Peter Strelf's professional training came to the fore when, enjoying an oddball round of golf at Leconfield, he witnessed another golfer struck by a massive ball of lightning.

Terry Street was thrown into the air and landed in his bunk, clothingrompting, and lightning striking his metal-glimmed glasses.

Rushing to help, Peter checked Terry's absence and began pumping his chest.

ROYAL CHALLENGE

THREE projects have been submitted to the Royal Navy to the Royal Anniversary Trust to mark the Queen's 40th anniversary, part of the nationwide programme of celebrations, organised by the Royal Anniversary Trust to mark the Queen's 40th anniversary.

The challenge will reward achievements of lasting benefit to young people and citizens so those with special needs, and the Queen will personally present the awards in the national winners.

From down in the Wes Coast, HMS Defence has entered its scheme to provide a garden and play facilities for Caswell House Children's Home and HMS Drake has submitted 'Hoff's Habitats and Jutalics', a project to give underprivileged young people close experience in vehicle maintenance and job creation.

From Scotland, the RN Post and Rating Staffs News at Rothesay have entered their project to help mentally handicapped by child care Trusts.

Northern welcome for Sirius

HARTLEPOOL lived up to its popular reputation for a friendly welcome and grand hospitality when the frigate HMS Sirius paid an informal visit there, first to the North East for many years.

A tour of the local nuclear power station proved interesting - as did the tour of the local Carrington's Lion Brewery.

A visit concluded with the Manor's Pageant, representing from Sylax matched through the streets of the town, landing platforms from local service associations with the Majesty of Hartlepool, Sky Vicar, and the salute.

A CENTURY OF SEAPower

TWELVEH (Century Seapower is the theme of a newly-opened gallery at the National Maritime Museum, Greenwich featuring 99 ship models, over 100 important oil paintings and watercolours and a major collection of film photographs and medals, all dedicated to seapower on a global scale and to convey an understanding of Britain's role at both peace and war throughout this century.

Following close behind were the air station teams, runners-up HMS Seaham, just 0.8secs slower, and in third place HMS Inversan with a time of 1min 14.57secs.

This year's event and the open day at Colne recognised a large number of visitors, and among the excited spectators were a young group of invited guests from a special school in Staffordshire.

For a Part Exchange estimate or to complete this section, please call us now on our HOTLINE - (0278) 455555.
**Wrens make their last connections**

IN THE late 1940s, the strength of the WRNS Telephonist Branch was about 1,400. Today, with a requirement of only 61 and the prospect of further rationalisation as digitalisation progresses, the branch cannot be sustained and the Admiralty Board has reluctantly agreed that it should be phased out.

The task will progressively be undertaken by civilian operators as WRNS Telephonists leave the branch. Reenlistment for the branch has stopped, and the transition at RN Station Caldey will close at the end of the year.

Providing there is a requirement, WRNS Telephonists may remain in the branch and be employed to meet the requirements of their specialisation under their current conditions of service. They may apply to transfer to another category under the normal rules, but transfer will depend on qualifications held, recommendation and vacancies.

WRNS ratings who joined the Service before September 1 1990 and who are not required for sea in their source branch will be required to apply for sea in another branch or sideways entry to another branch which joined before September 1 1990. WRNS Telephonists of all grades may apply to fill general ratings' posts in other branches where underbearings exist. However, at present, and as the WRNS Telephonist Branch is no longer required for general service, the branch's future is in doubt because of the present global over-bearing. Although it is anticipated that the majority of WRNS Telephonists will leave the branch through natural wastage, provision will be made in fellow-on phases of the redundancy plan and every effort will be made to select the best suitable candidates for redundancy. Forcibly the possibility of some compulsory redundancies cannot be ruled out, says the announcement.

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**RE ENGINEERING IN THE AIR**

**IMPLEMENTATION of the Air Engineering Sub-Branch restructuring, including charges to training and advancement, is detailed.**

Introduction to the new Airframe results in many complex changes across the whole sub-Branch, and the new arrangements training, maintenance responsibilities, professional examinations, advancement regulations, trade category limits and associated examination syllabuses have all been changed.

Transitional arrangements have been established to ensure a smooth but relatively rapid change to the new order avoiding, wherever possible, disadvantaging individuals.

The implementation programme is designed so that units will be cross-trained to accept the new Airframe APM from October 1992, with Conversion of each unit and squadron in the branch following successful completion of the POAC professional qualification course at RFA Shoreham.

The present requirement for advancement to POAC is achieving validation in three key ATE disciplines - airborne navigation control and two radar systems (Loran and INS). In the case of WRNS Telephonists, this will be done during the 14 weeks of Part 3 training. Now, advancement to substantive POAC will, subject to recommendation, be achieved after one year in the substantive ranks or not any of the three key validations are achieved.

Full information on validation tests on return to source branch and on re-entries is contained in the announcement, which says that the basis for advancement to POAC and substantive POAC remains successful completion of the Joint Training Authority ATE syllabus and the validation period which follows.**

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**Adventurous training in the Royal Navy**

**Wise on DCIs!**

**Book early advice**

**The series of familiarisation visits to the Services Booking Centre continues on a permanent basis. Details of visit dates will be published in the**

**Wise on DCIs!**

**Bedside medal**

**The Sick and Wounded Officers' Efficiency Medal for 1991 has been awarded to PCMO D. J. Cloake.**

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**Past master**

**Winner of the 1991 Naval History Prize, 1260 and certificate of merit was Lieut. Cdr. N. G. Stanley.**

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NEWSVIEW
A way to rise above it all...

Seldom a week passes without speculation in one area or another about the future role of the local defense establishment, and in the case of the Navy the names of Portland, Plymouth, Rosyth and Poole have featured recently.

Much — but not all — of this concerns the support side, involving aspects like refitting, training, administration, procurement and research. As far as operations are concerned the broad picture has been spelt out in announcements over the last year, but that leaves a huge amount of activity under scrutiny.

In turn, this inevitably produces uncertainties, and the hopes and fears of local communities are regularly made known to ministers and through the media.

Fair as possible

Meanwhile, Royal Navy numbers continue to be trimmed by various means, including a new redundancy programme, whose details have now been published. Jobs involved come from a wide range of categories, so lessening the impact on any one, and the aim remains to reach the necessary target by voluntary means.

In turn, there is time for careful consideration of the implications of this, and it is reported that preparations have been made to ensure that those who leave are treated as fairly as possible.

Marine meditation

One establishment which has already closed is the Royal Marine Barracks at Eastney. The Marine Band is being moved to Plymouth, and the Corps may have read with more than passing interest of the announcement of a worldwide transcendental meditation movement led by Maharishi Mahesh to buy the site for use by 7,000 yoga fliers and meditators. The old barracks are reported to be on their shortcut to becoming a University of Natural Law.

Some people may experience difficulty in envisaging a load of levitators practising their art in a former RM barracks. Yet finding new roles for such places is never easy and perhaps an aura of calmness near the briny at Southsea would, after the hustle and battle of a mighty military establishment, provide a contrasting and fitting finale.

LOW RISK INSURANCE ESSENTIAL, BUT —

Navy looks to wider role

DETAILED: the order for Britain's fourth Trident submarine was announced in July as part of publication of the 1992 Defence White Paper which, in the light of changing circumstances, redefines defence policy in three overlapping roles.

These are:

1. To ensure the protection and security of the United Kingdom and our dependent territories, even when there is no major external threat.

2. To ensure against any such threat, both to the United Kingdom and allies.

3. To contribute to promoting the UK's wider security interests through the maintenance of international peace and security.

The White Paper — officially the Statement on the Defence Expenditure — shows a defence budget running at over £24 billion. Defence expenditure rose in real terms over the last year but a reduction of 53 per cent in real terms is anticipated between 1993-94 and 1994-95 (excluding costs of the Gulf conflict and redundancy provision as the new smaller force structure is introduced.

The White Paper says: "Westland in future have smaller forces; they will be more mobile, flexible and better equipped. At an all-volunteer force they will be highly trained and adaptable with the versatility to provide a relevant military response to a wide range of contingencies in Europe and further afield.

On new force structures for NATO, the White Paper says considerable progress on recategorisation has already been made. The Alliance's maritime reaction forces will be based on two multinational Standing Naval Forces, for the Atlantic and the Mediterranean, to provide an immediate reaction forces (IRF) capability. There will be supplemented, as necessary, by further maritime assets to provide a rapid reaction forces (RRF) capability able to respond to a range of contingencies.

Royal Navy will play a full part in the new structure. On the Navy's ship strength and the White Paper says it is intended to replace the Type 42 destroyers from around the end of the century with a new class of frigates to provide local air defence cover for groups of ships.

The White Paper observes: "Women in the Services, say titles for a long time the Government's commitment to the effective maintenance of Britain's strategic nuclear deterrent.

"Trident remains firmly on course for introduction into service with the Royal Navy in the mid-1990s."

Defence White Paper

This trend continued in 1991. In the 12 months ended April 1, a total of 32,803 personnel left the Services, a reduction of 16 per cent over the same period last year. The proportion of personnel leaving by voluntary early retirement fell from 2.4 per cent to 2.3 per cent for officers and from 3.5 per cent to 3.6 per cent for other ranks.

Announcing the order for the fourth Trident submarine, to be built by VSEL at Barrow, Defence Secretary Mr Malcolm Rifkind underlined the Government's commitment to the UK Trident programme and to the effective maintenance of Britain's strategic nuclear deterrent.

"Trident remains firmly on course for introduction into service with the Royal Navy in the mid-1990s."

Below — HMS Vanguard, first of the new Trident submarines.

DETAILS of the order for Britain's fourth Trident submarine were announced in July as part of publication of the 1992 Defence White Paper, which, in the light of changing circumstances, redefines defence policy in three overlapping roles.

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"Trident remains firmly on course for introduction into service with the Royal Navy in the mid-1990s."

Below — HMS Vanguard, first of the new Trident submarines.
TWO of the most enduring images of the Royal Marines were commemorated at Portsmouth last month.

Lady Thatcher unveiled Philip Jackson’s twice-life size sculpture of “The Yomper” at the entrance to the Royal Marines Museum, in tribute to 45 Cdo’s epic fully-laden sprint from Two Sisters to Sapper Hill during the Falklands War.

And further along Southsea seafront at the entrance to Lumps Fort rose garden the last of the Cockleshell Heroes displayed a plaque recording one of the most famous raids of World War II.

In December 1942 Bill Sparks was one of a dozen Royal Marines Commandos who volunteered for a canoe-borne mission against enemy ships moored in the Gironde.

Two of the 12 had to pull out when their canoe was damaged on board the submarine that took them to France, HMS Tuna (see page 6). Only two of the others came back alive.

In celebration of the daring raid, Bill had earlier attended a church service arranged by the St Georges-de-Didonne Tourist Board, together with a 51-mile canoe race retracing part of the route and a march through the city of Bordeaux led by Bill and the band of the Royal Marines Commandos.

This brought together several members of the French Resistance — while at Southsea Bill was reunited with ex-Leading Stoker Ron Jones, whom he last saw in the Tuna 50 years ago.

Above — Lady Thatcher with Peter Robertson, the ex-Royal Marines Corporal whose photograph by CPO Pete Holdgate became one of the most memorable images of the Falklands War and inspired the 18ft gun metal bronze statue.

Left — Cockleshell Hero Bill Sparks, DSM with Royal Marines Commandos at the start of a commemorative canoe race down the Gironde.

A Scotsman in hot pants

LtCol Craig Gilmore’s kilt is a sensation around the Gulf bazars — when he’s Officer of the Watch he wears it to brighten the image of HMS Edinburgh, too.

But the rest of his uniform is all present and correct. You’d think a bit of a breeze across the trossachs would be welcome on Armilla Patrol, wouldn’t you?

The Type 42 destroyer is accompanied by HMS Chatham, a Type 23 frigate with support by NFA at Sembawang, Singapore.

Below — Canadian Radar Technician 3rd Class Paul St-Onge of 26 Wing Shearwater, Nova Scotia, Canada.

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KEEPING track of rhino and other endangered game species has been a rough ride for the Tsavo East National Park, Kenya — no wonder it's the size of Wales.

Full radio coverage could provide part of the solution to the fight against the rhino rustlers. Unfortunately, there was no place to site a transmitter on top of a hill in Tsavo East, a sheer volcanic outcrop.

So when HMS Invincible arrived in Mombasa with the ships of 814 and 845 Sqns to weigh in with some heavy naval support, the Kenyan Wildlife Service asked the Sea Kings of 814 and 845 Sqns to weigh in with some heavy naval support. The Orient 92 ships duly embarked upon an improvisation to set up the site 190 miles to the north west — a job that Mike Mason, CO of 814, described as "the most frustrating day of my career."

The shopping list of materials needed was certain to stretch the arms a bit. It included:

$ Twenty tons of sand and ballast
Five tons of concrete
A 40 ft radio mast

Before all this could be ferried up from the base of the personnel involved in the ships were roused to an early work had to be done before the heat of the day in which meant the aircraft maintainers, flight deck personnel, forecasters and air operations teams, not forgetting the helicopter personnel involved had their part to play.

Meanwhile two 3,000 lb tanks of fuel had been delivered overnight by lorry to enable the aircraft to refuel on the first day. The shopping list of materials included:

$ Twenty tons of sand and ballast
Five tons of concrete
A 40 ft radio mast

At first light the Sea Kings began their 1-hour tug to a breathtaking vulture's-eye-view site where the aircraft maintainers had to lift the heavy masts and refuelling, the work began in earnest — and the scenery was at once lost to view in a maelstrom of dirt as the whirring rotors whipped up a choking dust cloud which meant the aircraft maintainers, flight deck personnel, forecasters and air operations teams, not forgetting the helicopter personnel involved had their part to play.

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Five tons of concrete
A 40 ft radio mast

The Sea Kings had the problem of refuelling, the work began in earnest — and the scenery was at once lost to view in a maelstrom of dirt as the whirring rotors whipped up a choking dust cloud which meant the aircraft maintainers, flight deck personnel, forecasters and air operations teams, not forgetting the helicopter personnel involved had their part to play.

At first light the Sea Kings began their 1-hour tug to a breathtaking vulture's-eye-view site where the aircraft maintainers had to lift the heavy masts and refuelling, the work began in earnest — and the scenery was at once lost to view in a maelstrom of dirt as the whirring rotors whipped up a choking dust cloud which meant the aircraft maintainers, flight deck personnel, forecasters and air operations teams, not forgetting the helicopter personnel involved had their part to play.

At the top of the hill, Lieut. Smith had the problem of a very confined space, parked on the edge of a precipice with the added danger of snakes and scorching 100° but by 1100 all the loads had been unloaded and work could begin on erecting the transmitter mast.

Without the RN crews, it was said, the whole operation would have taken 12 men 30 days. It had been a good opportunity for their crews.

"On top of that, we achieved something really worthwhile, it's for the good of nature," Lieut.-Cdr. Mason concluded as the wardens to carry on their relentless fight against the poachers.

**Habari za Unanamaji**

That's "Navvy News" in Swahili — LWRN(AEM) George Poscoi and AEM(WS) Neil Tifford try to drum up interest in Mombasa. Did they take out a subscription? we wonder?
Operation Kenya Wildlife — high above Tsavo East National Park, a radio station to round up the rhino rustlers.

Pictures (clockwise from top left):
- Perched precariously on top of Ithumba Hill in Kenya’s Tsavo East National Park, a Sea King from 814 Sqn unloads the rangers’ new radio station.
- Sand dancers — HMS Boxer visits the Great Pyramids. The guide was not amused...
- HMS Invincible arrives in Mombasa.
- Lieut-Cdr Mike Mason, CO of 814 Sqn and friends.
- HMS Boxer prepares to RAS (replenish at sea) from RFA Owen — HMS Invincible in the background.
- Red dawn — the helicopters kick up a dust storm at the base of Ithumba Hill as they begin their 1,500 ft airlift.
- HMS Invincible leads the way for Orient 92 — now starting its tour of Far Eastern ports.

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Sand dancers — HMS Boxer visits the Great Pyramids. The guide was not amused.

Flying over Africa — 814 Sqn launches Operation Kenya Wildlife.

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Lieut-Cdr Mike Mason, CO of 814 Sqn and friends.

HMS Boxer prepares to RAS (replenish at sea) from RFA Owen — HMS Invincible in the background.

Red dawn — the helicopters kick up a dust storm at the base of Ithumba Hill as they begin their 1,500 ft airlift.

HMS Invincible leads the way for Orient 92 — now starting its tour of Far Eastern ports.
ONE ASSASSIN, TWO PSYCHOPATHS AND A SESSION OF ANALYSIS . . .

JUST AS some literary professors find intolerable the idea that Shakespeare's plays were written by a committee of playwrights, so do many of us find it unendurable to think of any of Shakespeare's plays as being written by anyone other than the playwright himself. In point of fact, the scholarly consensus is that Shakespeare was the sole author of all of his plays. This is in large part due to the fact that the plays are so thoroughly personal in their language and style that it is impossible to imagine anyone else writing them.

Above: Moment of horror — the assassination of John Fitzgerald Kennedy reconstructed by Oliver Stone in JFK.

Screen Scene
One called him 'buggy' to his face at least not without sustaining significant stiff — was a New York gangster assigned in the early 1940s to take over the rackets in California. With an interest in mobsters and their activities, Rosenthal began researching the case of Bugsy Siegel and the activities of the mobsters around Hollywood in the 1940s.

Standard Revised
VOLUME II of Erich Grönert's standard reference work, German Navy 1815-1914, has been revised and expanded by Gérald Jean. Covering the development of naval and maritime catalogues, containing an interesting line drawings. (Published by Conway Maritime Press at £35)

Historic dockyard explored
THE WORLD'S first dry dock was built there in 1495 — and by 1850 Portsmouth Dockyard was the world's biggest industrial centre — 99 acres of docks and factories that formed a town within a town, with its own schools, church, police force and fire brigade. Before long it even had its own railway — 25 miles of track just to serve the fleet.

Reluctantly, however, the giving away of HMS Victory, now 70 years in No. 2 Dock and last manned by HMS Warrior and the Mary Rose, has become a popular attraction in its own right.

For many years the local paper's defence correspondent, Roy Dowling, has been involved in its history and traditions and its 1970s-day functions. Portsmouth Historic Dockyard (Portsmouth Naval Base Property Trust, £1.50 is the work of the Hampshire and Isle of Wight County Council and its chairman's month, with a performance of uncharacteristic ferocity.

Antiquities
Though it was always in the forefront of technological development it was the world's first complete steam-powered factory. Ernest's Black Mills and built many pioneering ship designs. One of these was HMS Dreadnought which was converted in a year and a day for the Royal Navy. It was the first battleship to be equipped with a battleship's armament.

Right: Semaphore Tower, Portsmouth Naval Base's most distinctive landmark, is a replica of the original tower at the end of the semaphore chain linking Portsmouth with the Admiralty in London.

Bugsy Siegel
As a New York gangster, Bugsy Siegel was involved in the rackets in California. This interest led to his investigation of the mobsters around Hollywood in the 1940s. His research on the case of Bugsy Siegel and the activities of the mobsters around Hollywood in the 1940s.

Basic Instinct
This or the Earl of That, so there's no getting away from the fact that Shakespeare's plays were written by him. As he picks up the thread of his own investigation. As he picks up the thread of his own investigation. As he picks up the thread of his own investigation.

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The Tide Turns in the East and Elite Forces of India and OSPREY Military's colour-(Mark Hcaly). Woollen) and (Ken ConbWPaul Hannon).

New Kingdom Egypt martial. an interest in things more general readers with arms, key units and wea-

Each of the "Forces" hooks came down "to paim navai an exhibition. artists scaled in the lo\n
1770-1845 and Fort Conveniently close

The Royal Navy, after all, is following much the same path. and better placed for diverse action". states" — but recent moves to sell off

nery of indigenous artists. with England's greatest glo-

An amiable eccentric. Schetky taught all the Royal Na-

An interesting series. Charles Stirling has compiled an at-

the separate indexes for war-

In the first of these studies

turers, armies, air forces and

Many distinguished artists

the Academy — for 25

were very well known among

imported newspaper cuttings and pho-

bombers and missile submarines came

Fifteen years later that to defend

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bombers and missile submarines came
Going Dutch for the weekend

A PARTY of shipmates from Walrus and Ulysses enjoyed an exciting weekend in Holland, as guests of Vreeden van de Kemmerlrike (Friends of the Royal Dutch Navy).

During their stay they had a tour of the Amsterdam canal in a specially chartered boat, sampling the delights of Amsterdam and the Netherlands before departing. The next day, they enjoyed a trip to the historic city of Haarlem, followed by a visit to the famous cheese market. The evening was spent at the famous Dutch restaurant, where they enjoyed a traditional meal of Dutch cuisine.

BRANCH NEWS

HMS Bermuda: The 40th anniversary of the loss of HMS Bedford, on Malta Convoy duties, was commemorated at a final reunion of 40 survivors hosted by Wakefield Branch. It was a fitting choice of venue for the survivors. The town of Wakefield raised the equivalent of £50,000 to adorn the Bedford, which was lost with the loss of the crew.

This was a grand success and included a reception in the Town Hall and a commemorative service and parade on Saturday morning. The parade was led by the Mayor, Charles Catterall, and the town mayor. The parade then proceeded to the Town Hall, where a reception was held for the survivors and their families.

At Your Service

Reunions

HMS Manchester 1942-45 Association: The Scientific Branch of the Manchester 1942-45 Association will hold their annual dinner-dance at the Royal Navy Club, Portsmouth, on October 3. The event will be hosted by the Commodore-in-Chief, Fleet. The dinner will be followed by a dance to music provided by the Royal Navy Band. Attendees will enjoy a three-course meal, with a choice of main course, and a selection of wines. The evening will conclude with a final toast to the Royal Navy.
Bonnie Dundee plays the perfect host

WHETHER delegates took the high road or the low road to Dundee for the Royal Naval Association conference on June 20, they saw Scotland in beautiful weather and looking as "bonnie" as songwriters claim.

He urged them in support the celebrations next May, making the Battle of the Atlantic and said a flotilla of some 30 ships would rendezvous in Liverpool to mark the occasion. A special service would also be held in Liverpool Cathedral. Before leaving, the Provost and Capt. Elin were presented with souvenirs of Pumper's Rain.

Wives' outing

That nautical companionship of the sea is affirmed every year at conferences, but, for wives, many of whom have never visited this annual gathering, it was an enjoyable outing, in ideal weather, to Glanis Castle meeting up at the end of the day, at a gala dance.

Weather was perfect too, on Sunday, when the parade for the standards of Oglivy Church in Ayrshire Street, where the Rev. Bob Wightman conducted the service and where he chose a radical of words for addressing the delegates' attention.

Using an RNA teddy bear as "an item which he placed on the altar, the service was a mixture of prayer and entertainment as he spoke in turn to the radio, television, in his audience, much to their amusement.

Sadness at fall in numbers

ADMIRAL Sir Desmond Cassidi, the President of the Association, addressed delegates at the 1992 conference telling them: "I am proud to be your president — as proud as I was six years ago when I first took office.

From Admiral Cassidi, known for his forthright approach and, on occasion, his outspokenness, this was praise indeed — an admission that he enjoyed the job ever if, as he subsequently confessed, he had led the delegates at past conferences.

He also spoke about the need to be self-financing and said it was unrealistic for the association to assume that annual subscription would not increase.

He expressly regrets that the 1991 reunion failed to fill the support needed to offset a deficit.

Shipmates must make up their minds if they want to continue with these social functions and, if they do, they must support them, he said.

Before concluding, Ad- miral Cassidi was supported with the following cheques: £200 from Harlow branch, £150 from Bridgnorth branch, £50 from Ayr and Prestwick branch.

He thanked the donors for this splendid effort and also thanked the chairman, vice-chairman and council for their hard work in the past year.

Dundee branch was also thanked for hosting conference.

Confidence in motion

CONFERENCE REPORT

Sir Desmond Cassidi, then wel- comed the Lord Provost of Dundee, Capt. Thomas Maxwell, National Officer Scotland and N. Ireland.

Capt. Elin expressed his pleasure at having his predecessor, Sir Hugo White, who was in the US at the time, at the conference. He went on to brief delegates on the Navy and its history and the costs taking place due to the reduced Soviet threat.

It opened with a parade of the association. Members were presented with cheques: £5 from Ayrshire branch, £4.40 from Mansfield branch, £10 from Ayr and £40p in the rate of annual subscription, from £4 to £4.40.

Reason rather than rhetoric turned out to be one of the key elements of the conference. At a time when the 14 motions on the agenda, four were car- red, one cancelled and the rest defeated. Also defeated was a motion of urgency concerning the future of the association.

That rate of annual subscription by the national council be increased to £5 from January 1, 1993. This was carried at the RNA conference at Dundee branch. Shipmate John Barnatt, proposed, "that the practise of

Royal Navy of WWII on Video

New release... "PERILOUS WATERS..." being part 6 An addendum to the film "PHILOSOPHY OF WAR" released 1948 It will be of interest to those who followed the Royal Navy during the war years and those who have yet to be introduced to the battles and exploits of our Naval Forces in the Second World War. A beautifully produced film, lasting 27 minutes, which includes many beautiful photographs, many of which have not been published before. This film has been produced by the film company "Picture Post" and is now available. The film is available in colour and black and white. Price £5.00 (16mm) or £9.50 (35mm). Send £5.00 for a 1-year subscription.

Ron Tasker Sword

The following awards for recruiting were presented by the President, Admiral Sir Desmond Cassidi, at the conference:

The Sword of Honour — to the area making the greatest increase in full members during the year.

The Briggs — to the branch with over 30 members which made the greatest increase in full members — Waymouth.

The Briggs Rose Bowl — to the branch of under 30 members making the greatest increase — Gurnard.

The RIM Tasker Sword for recruiting — No. 6 Area.

The Ron Tasker Sword for recruiting — No. 6 Area.

AWARDS

The following motions by Leeds and Worcester branches were also successful: Shipmate K. Rogers proposed on behalf of Leeds, that the council calls upon the Minister of State for the Navy to advise the council of the appointment of a representative to the Ministry of Defence. Also defeated were the motions of urgency concerning the future of the association.

Awarded to the council to make representation to the Ministry of Defence about the future of the council

The following motions by Leeds and Worcester branches were also successful:

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The Sword of Honour — to the area making the greatest increase in full members during the year.

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The Briggs Rose Bowl — to the branch of under 30 members making the greatest increase — Gurnard.

The Ron Tasker Sword for recruiting — No. 6 Area.

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Alongside reflections of a Bedouin heritage steeped in age-old values and traditions, is a radical transformation into a highly commercial and industrial nation. This multi-billion pound British Aerospace agreement extends well into the next century and will continue to offer skilled and experienced men of a high calibre the opportunity to enjoy a unique lifestyle and exceptional rewards.

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WILL YE NO COME BACK AGAIN?

The Granite City of Aberdeen gave a warm welcome to HMS Scylla when she received the freedom of the city, believed to be the first time a warship has been so honoured.

Links between Aberdeen and Scylla go back over 50 years, when the people of the city believed their traditional reputation and raised a staggering £31.6 million to build the fourth HMS Scylla, a 5.2-inch gun cruiser, launched in 1941, and eventually damaged beyond repair three years later, having been in the thick of action from the Mediterranean to the Russian Convoys.

Four platoons and the Guard were inspected by the Lord Provost, before marching along Union Street, with bayonets fixed, to the music of the Royal Marines Band of Flag Officer Scotland and Northern Ireland, and the applause of the citizens watching.

There followed a magnificent civic reception where all were presented with a specially struck silver medallion to commemorate the event.

As HMS Scylla bade an evening goodbye to Aberdeen, possibly for the last time, the Grampian Police Pipe Band played on the jetty and there was a spectacular fireworks display to mark her departure.

Scylla responded with a nine-gun salute to the city to say thank you and farewell.

Photos: Right, Farewell nine-gun salute to Aberdeen from HMS Scylla’s flight-deck Below, HMS Scylla’s Guard marches through the streets of the Granite City

SPIRITS STAYED HIGH IN HERMIONE

HMS HERMIONE’s ship’s company made their farewell visit to their ship’s affiliated town, Kendal, in Cumbria, while the ship was alongside at Liverpool.

The crowded programme included a Meet the Navy Day, civic and sporting functions and a dinner for 40 survivors of the previous Hermione, an AA cruiser, lost after being torpedoed off Crete in 1942.

HMS Hermione, leader of the 6th Frigate Squadron, had recently been on exercises with the Joint Maritime Course, but although nearing the date for her final decommissioning, she was still in top form and running at her best. Her Commanding Officer, Capt. Sandy Backus said “I think it is important that you do not allow the ship to run down and become a tired old hull. It is important that when the ship’s company leaves it continues the same high standards and this has been my aim for the ship and for the squadron.”

Left, POMA Ian Abbott (top) and Surg.-Lieut. Alan Fitzcarrald, members of the Band of the Birkenhead Sea Cadet Corps, beating the retreat for HMS Hermione at Liverpool.

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Left, POMA Ian Abbott (top) and Surg.-Lieut. Alan Fitzcarrald, members of the Band of the Birkenhead Sea Cadet Corps, beating the retreat for HMS Hermione at Liverpool.
Roebuck in a rich man's world

HMS Roebuck looks happily at home with the millionaires' yachts at Monaco as she arrives flying the flag of the Hydrographer of the Navy, Rear Admiral John Myres for the International Hydrographic Organisation conference.

Held every five years, the event attracted survey vessels from around the world, including the South African Hecate Class Protea, the Italian Ammiraglio Magnaghi and the CIS ship Sibiriyakov.

The Roebuck was visited by over 200 delegates during her visit, part of a five week Mediterranean deployment which included a jetty survey in Gibraltar and an unofficial call at Ajaccio, Corsica.

Below — sightseeing in the old town above Monaco are (left to right) AB(M) David Miller, LMA Ian Armitage, MEM Jason White, AB(SR) Goffs Godfrey and LWN Nicholas Addison.

BERMUDA BIRTHDAY BOYS

HMS Cornwall presented a 40-man Guard and Colour Party for The Queen's Birthday parade at Hamilton, Bermuda.

The Type 22 frigate went on to visit Newport, Rhode Island; Portsmouth, New Hampshire and Halifax, Nova Scotia at the end of her stint as West Indies Guardship and arrived home at Devonport last month.

She had taken part in exercises with Dutch, French and American forces and worked with the US Coast Guard in operations against drug smugglers. On the Autec Tri-Ranges west of the Bahamas the ship carried out tests on new methods of dealing with attacks by the latest torpedoes.

At Nassau a working party volunteered to spend a day with the Bahamas Children's Emergency Hostel — decorating, doing electrical and plumbing repairs, installing four new doors and building a new picnic table for the garden with funding by local companies.

YORKSHIRE Television filmed HMS London's Payment of the Dues to the Constable of the Tower when she paid a five-day visit to the capital.

It will be included in a documentary on ancient ceremonies to be screened next summer.

The tradition, which dates from 1381, when Richard II ordered the payment of "two roundlettes of wyne" from every visiting ship, was performed by Capt. Mark Stanshope and a party from the Type 22 frigate bearing two casks of vintage port.

HMS London, which sails for the Gulf next month, took the opportunity to present St Bart's Hospital children's wards with £1,500 raised while the ship was at sea this year.

MANADON FORUM

In association with the Royal Navy, the Institute of Marine Engineers is organizing a conference on the theme of "Solutions to the challenge of a new defence environment" at R.N. Engineering College Manadon between September 2-4th.

A wide-ranging programme of technical papers from international sources will be presented in sessions which will discuss procurement methods, support services, ship and system design, propulsion and transmission, and environmental matters.

Entitled INEC '92 (the Institute of Marine Engineers first international naval engineering conference), the event will provide a forum for an international audience of high-ranking naval personnel as well as representatives from industry, and educational, research and development establishments.

It will be opened by Vice-Admiral Sir Robin Hill, Chief Naval Engineer Officer and a vice-president of the Institute.
WELCOME ABOARD

HMS Ark Royal launches a Sea Harrier from her flight-deck ramp. The 20,000-ton carrier will be a major attraction at Portsmouth Navy Days and a Sea Harrier jump-jet will take part in the twice-daily flying display.

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29th, 30th & 31st AUGUST

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AT PORTSMOUTH!

29th-31st August

ROYAL NAVY ships, from a large aircraft-carrier to small mine countermeasures and coastal survey vessels, along with support ships of the Royal Fleet Auxiliary, will be open to the public for what promises to be a great August Bank Holiday Weekend attraction in the long tradition of Navy Days at Portsmouth.

The Navy’s largest warship, HMS Ocean, the Rock of Royal Productions, will take the case of 14 ships taking part.

Destroyers are represented by two Type 42s — HMS Exeter, veteran of the Falklands War, which provided an umbrella air defence for the Allied Fleet, and HMS Birmingham.

The two frigates on show are HMS Cambria, the “stretched” Type 23 frigate, with its Harpoon and Sea Wolf missiles and anti-submarine torpedoes, and the Leander-class HMS Jane. One of the longest serving ships in the Navy, she recently celebrated her 25th birthday, and now operates as the navigation training ship.

The Navy’s small ships will be represented by the 700-ton Swordfish torpedo-bomber historic ship. Historic Flight, featuring the Harrier jump-jet, will mark its 25th birthday, and now operates as the navigation training ship.

Ships from our European partners will also be in Portsmouth. Open to visitors will be three mine countermeasures vessels, from France, Russia, and Russia, and the Danish HMTS Malm.

The full programme of events will be as follows:

- **19th August**
  - **11am-9pm** Navy Days, Portsmouth Historic Dockyard, Hampshire.
  - **8pm** Navy Days opening ceremony at HMS Victory.
- **20th August**
  - **10am-5pm** Navy Days, Portsmouth Historic Dockyard, Hampshire.
  - **12.30pm** Navy Days opening ceremony at HMS Victory.
- **21st August**
  - **10am-5pm** Navy Days, Portsmouth Historic Dockyard, Hampshire.
  - **12.30pm** Navy Days opening ceremony at HMS Victory.

With so much to see and do, the Navy enthuastic will be hard pressed to fit everything in one day’s visit, so this year’s special three-day ticket is available at a special price.

For further details of Navy Days, ticket prices and opening times, see the advertisement bottom left on the facing page.

Enjoy many benefits, social events and much more at our events this year.

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**THE HISTORIC DOCKYARD, PORTSMOUTH**

**NAVY DAYS AUGUST 1992**

**31**
Promotions to Chief

AUTHORITY for promotion or the granting of a rating in the grade of Chief Petty Officer was issued by HMS Sultan on 16th July. Effective dates are as shown.

MARINE ENGINEERING
To WO(RS) — S. J. Oram.

MINING ENGINEERING

SUPPLY AND STORES

MARS BRANCHES

AIR BRANCHES

FLEET AIR ARM

ROYAL NAVAL RESERVE

DEATHS

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Have a shot at hockey

Hockey trials and training are about to begin. Players, men and women, of all ages and standards are required. Contact Mike Worrall Neptune Ext. 211.

RACEFantasy: August 20 v Portland at Collingwood Park. The matches are to begin. Players, men and women, of all ages and standards are required. Contact Mike Worrall Neptune Ext. 211.

Queen's Medal bagged by RM Team Captain

IF YOU want to get time off for shooting, get your boss interested. So went the thinking of keen shooters on the engineering staff of 706 Squadron, RN air station.

What they hadn't reckoned on was that Lieut. Chris Costiff (CommachJo) was one of the Navy's top scorers, and the target rifle championship. He was one of the leading runners-up in the Service Rifle Championship. He was also selected for the UK Inter-Service Service Rifle Match. He went on to become 1992 Skill-at-Arms Champion.

McCabe (Air) also entered the Rifle Trophy Championship and Smallbore rifle championship, and was runner-up in the Service Rifle Championship. He was also selected for the UK Inter-Service Service Rifle Match.

Swan song

Lieut-Cdr. Charles Dickes (Manadon) was in his last shooting in the RN, won the NSA silver medal in the Inter-Service Smallbore Rifle Competition.

CPO George Sainston (Fleetwood) was runner-up in the Target Rifle Competition and won the NSA silver medal for Services Pistol Shooting.

CPO Alan Tall (Dockyard) was the high scorer with 36, but the Navy only won 1-0.

WITH only eight players, the Royal Marines won the Inter-Services Challenge Cup for the first time since 1992, and the RN lost for the first time since 1992. The match was won by 3 wickets, 9-9 halved match. The Navy again struggled, with only Robin Hollington's 36 from 67 balls.

Slocombe conceded 13 runs from 11 overs, but the home side to complete the game to 40 overs.

The Naval Rifle team's top scorer with 36, but the Navy only won 1-0.

Mne. Andy Hurry made 43, his highest score for the RN and the second wicket. Hobson was and Capt. Charles Hobson (Civil Service, the Navy lost the Inter-Services Cricket Competition.

Rain has interrupted the game to 40 overs. Losing run is interrupted by rain.

In the Inter-Services Cricket Competition, the RN won 1-0, with a late rally from the Services.

The winning run was hit with just one ball. The Navy's top scorer was Andy Hurry with 43, and the second wicket was Hobson with 53 from 67 balls.

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The Navy's top scorer was Andy Hurry with 43, and the second wicket was Hobson with 53 from 67 balls.
A wheelie good time

Red in beak and claw

Tiddlers go fishing

BEST VETERAN CYCLISTS!

Tiddlers go fishing

FAMILIAR GROUND

BUT LOCALS ARE

JUST TOO STRONG

FOUNDED in 1868 and home for over a century to Royal Naval polo, the Marsa Polo Club in Lata was visited by a six-goal RN team there with backing from Lamb's Navy Rum.

The RN rally team has taken part in several national championship events. CPO David Hudson (Culdrose) was McNeile's co-driver when they finished fourth in the 1990s class in the opening round of the national BTRDA Clubmans Championship in their Talbot Sunbeam.

There were 400 competitors. He was just 4'/2 minutes behind the overall winner, finishing in 1 hour 8 mins 10 sec. In the 35-39 age group and 21st overall. Other events contested this year include the 2-day tour of the National Tarmac Championship. Other members of the team are LAEM Tail (Osprey), ETS, RNAS Culdrose.

NAVY NEWS, AUGUST 1992 35

BOYS and girls from nine clubs took part in a Juniors Scramble at HMS Dryard organised by Portsmouth RN and RM Coarse Angling Association for further details of the RNRMMSA contact CPO Hudson (PNB ext. 25912) or Mr George Toft (0705 811110). For further details of the RNRMMSA contact CPO Hudson.
Categories listed for redundancy

THE 1,100 or more jobs which are to go in Phase 2 of the Navy's redundancy programme have now been listed by rank/rate and specialisation, and applications from people in the categories involved have to be in by Sept 13.

The hope is to complete this phase of reduction by manpower by individual applicants, but some compulsory redundancies may be necessary.

Officer numbers, totalling 1,350 or more, are up to 15 Captains, 45-55 Commanders and about 450 Line Commanders and below of the X, E, I and W specialisations. In addition, a small number of Sub-lieutenant/Temporary Lieutenants will be included in the redundancies.

A total of about 700 WOs, CCPOs, CPs, POs, Leading Hands are to become redundant in this phase, but the Leading Hands will come from a small number of categories and none will be made redundant compulsorily.

Small numbers

The large number of categories published reflects the small numbers required from many and as indication of the "surgical" nature of the reductions, it was seen for the Navy.

Non-Artificer rates involved are listed under the headings of General Service, Submarine Service and Fleet Air Arm. There are also lists of Artificer/Technicians and WRNS.

Redundancies will be required from people with less than 12 years service, and it will be necessary to reduce the officers and ratings with significant time to serve, and the compulsory redundancy from those under initial training as well as those nearer retirement.

If applicants in a particular category are predominantly those with a short time to serve, it may be necessary to reject their applications and to make redundant others who have significant time to serve.

The compensation terms are split out and detailed aspects covered, including the effect on bonuses. Full details are contained in DCI(MRN) 193 and they will be sent out in July, with advance copies provided to Commands.

Redundancy boards will sit between September and November, and those selected for redundancy informed on the result. They will leave the Service between April 1 and Nov 30 1993.

A further redundancy phase may be necessary next year.

Atherstone leads the way

ACTING as informal leader to a group of small yachts on passage through the Corinth Canal is HMS Atherstone, which has been exercising in the Aegean with MCM2 sister ships HMS Cattistock and Cottesmore.

As well as the Mediterranean deployment, the ships have taken part in a joint maritime exercise off France involving a total of ten MCM ships, including air RNR River class mineweepers and a French vessel.

During this operation, No 1 Forward Support Unit was based at Lorient to provide front-line logistic support to the ships and the depot and service support facility at the Cromarty Firth is now on the market.

More sea time in lift training

SIGNIFICANT changes to both Artificer and Mechanic training and employment will be proposed in a report to be submitted this autumn by the Marine Engineering Branch Development Team.

For the Artificer it is recommended that the MEA apprentice spends longer at sea earlier in his apprenticeship; changes to sub-specialisation; and introduction of new technical and craft Adqual's more closely matched to the needs of employment at sea and ashore.

In the case of the Mechanic, it will recommend that he goes to sea earlier in his career, with training more closely matched to his next draft. Career courses to POMEM and POMEM will enhance their maintenance capability, and they will also be eligible for a wider range of craft Adqual's to allow them to be employed in more specialist craft billets.

Once the recommendations have been approved by the Director General Naval Manning and Training, more work will be needed to carry out course design, produce Task Books, and revise advanced regulations and armed publication.

This work, with an expanded team, is expected to take two years, but it is planned that new courses will be introduced as they become ready.

The team will continue to be based at HMS Sultan and will liaise closely with employers to ensure that their requirements are taken into account in the detail of course design.

During the implementation phase information on approved changes will be provided through various sources and it is hoped to publish an MEBS Roadshow for ships, submarines and establishments.

The review, announced in 1991, is now completing its current phase. It was set up to identify changes which would allow the training, ability and potential of both to be more fully utilised.

Victory dinner

FINANCIAL support for Royal Navy members of the British squad in this year's Olympic Games is being boosted by a unique draw in which £1 tickets offer the chance of dinner for two on the lower gun deck of HMS Victory at Portsmouth on September 16.

Applications for tickets should be made to the Accounts Secretary, Office of the Queen's Harbour Master, Semaphore Tower, HM Naval Base, Portsmouth.

Tickets will also be available during Portsmouth Navy Days on August 29, 30 and 31 if any remain unsold.